DEPARTMENT OF THE
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

AGDA-A (M) (21 Apr 71) FOR OT UT 704158

5 May 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 165th Aviation Group, Period Ending 31 October 1970

SEE DISTRIBUTION

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.

2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.

3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

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1 Incl

VERNE L. BOWERS
Major General, USA
The Adjutant General

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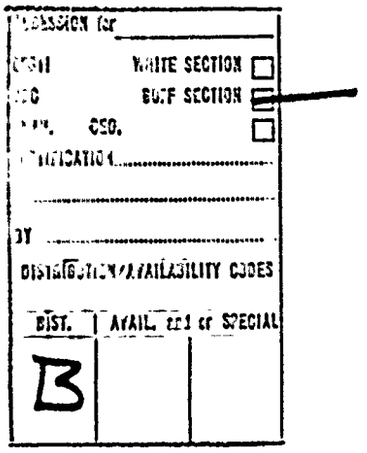

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Experiences of unit engaged in counterinsurgency operations, 1 Aug to 31 Oct 1970.

5. AUTHOR(S) (First name, middle initial, last name)

CO, 165th Aviation Group

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Security Classification

DEPARTMENT OF THE ARMY
HEADQUARTERS 165TH AVIATION GROUP (CBT)
APO San Francisco 96384

AVBACD-C 15 November 1970

SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th Aviation Group) Period Ending 31 October 1970, RCS CSFOR-65 (R2)

SEE DISTRIBUTION

1. Operations: Significant Activities.

a. (U) Command.

(1) Unit Mission. No changes. The Group operations have been normal for the last 92 days.

(2) Organizational changes. The unilateral stand-down of US Forces in Vietnam affected the 165th CAG with stand-downs of three Aviation Detachments during the reporting period. These detachments were the 314th AD(D), Lai Khe, the 338th AD(D), Phan Thiet, and the 360th AD(D), An Khe. The units were inactivated on 14 October 1970.

(3) Major unit activities.

(a) Joint Air Operations Group (JAOG). The 165th CAG provided four representatives to the various JAOG working groups. The members coordinated with other US Forces, Free World Forces, and civilian aviation representatives to provide workable solutions to the many varied problems evoked by the vast amount of aviation resources employed in support of the combat operations in RVN. Committees and members are as follows:

Education Committee - LTC F.J. Kakuk

Air Traffic Control - LTC V.R. Ritts

Airfield Facilities - CPT R.A. Marshall

Flight Information - CPT G.S. Beck

(b) Air Coordinating Committee (ACC). The 165th provides two permanent members to the ACC. MAJ D.M. Waite and 1LT P.A. Dillon participated in the numerous meetings throughout the reporting period and assisted in an airfield survey at Can Tho Airfield.

FOR OT UT
704158
Inclosure

(c) Air Traffic Control. There were 3,204,880 recorded operations at forty-nine 165th CAG controlled airfields. The Group flight following system averaged 3,785 flights per day, for a total of 346,211. Two approach control facilities conducted 10,433 operations. Fifteen ground controlled approach facilities performed 20,811 approaches of which 16,274 were for training and 4,537 for flight under instrument conditions. Four surveillance radars conducted 6,910 radar vectors.

(d) Commanders Conference. There was no Commanders Conference held during this reporting period.

(e) NCO Conference. The quarterly NCO Conference was held on the 24th and 25th of October. The opening address was given by COL George P. Kelly, the Group Commander. Staff NCO's presented informative lectures on varied and applicable subjects. The Staff NCO's presenting the conference received many laudatory comments from the attending Group NCO's.

(f) Flight Standardization Board. The newly organized Flight Standardization Board met on 16 October 1970. Many pertinent recommendations were made and these include the following: Added emphasis be placed on instrument proficiency training, review of the practicality of teaching fixed-pedal settings in rotary-wing aircraft, instructor pilots completely filling in USARV Forms 177/178 Rotary/Fixed Wing Proficiency Flight Check Record, and a review of procedures for operations around revetments.

(g) Inspections. Command visits were made to 34 units during the reporting period by the Group Commander, Command Sergeant Major and/or members of the staff sections. (SEE INCLOSURE 1.)

b. (U) S-1 (Personnel).

(1) Authorized and present for duty strengths as of 31 October 1970 are as follows:

PERSONNEL	AUTHORIZED	PRESENT FOR DUTY
OFF	122	139
WO	89	63
EM	1,442	1,362
AM CIV		
USAASO Flt Fac Rep	1	0
ECOM Rep	1	0
FSR (ITT Gilfillan)	2	2
	2	

(2) Principal personnel changes that have occurred during this reporting period are listed in INCLOSURE 2.

(3) Morale. Excellent.

(a) There were 72 six-month extensions during this reporting period.

(b) R&R. 86% of allocations were filled in August.
98% of allocations were filled in September.
97% of allocations were filled in October.

(c) Discipline. 2 court-martials and 68 Article 15's.

(d) Reenlistments.

MONTH	OBJECTIVE	RE-UPS	% OF RE-UPS
Aug	14	4	28.4
Sep	14	5	35.7
Oct	14	4	28.4

(e) Mail. No problem areas.

(4) Awards and Decorations. (SEE INCLOSURE 3.)

c. (U) S-2 (Intelligence).

(1) The following statistics pertain to personnel security for the reporting period:

(a) Clearances granted - 23 CONFIDENTIAL and 26 SECRET.

(b) Clearances validated - 17 TOP SECRET and 125 SECRET.

(c) Unfavorable security action - 2 suspensions of access to classified information.

(d) Total personnel security administrative actions - 193.

d. (U) S-3 (Operations).

(1) Throughout the reporting period the operations personnel were engaged in the location and relocation of Aviation Detachments brought about by the withdrawal and relocation of American units within RVN.

(2) Intensive coordination was required in the transfer of the first

complete Army airfield and airfield operations, and operation of the tower, to the Vietnamese Air Force (VNAF) at Soc Trang, RVN.

(3) Relocation of the 120th AHC's armed helicopter platoon from Tan Son Nhut AB to Nha Be was accomplished through direct coordination with CMAT and Naval authorities.

(4) The S-3 Section sent a representative to the 1st Aviation Brigade for the revamping of MTOE's. The MTOE's were updated and additional personnel justified.

c. (U) S-3 (Training).

(1) The 165th Aviation Group Radar Repairman School (MOS 26D) graduated a total of fourteen students during the reporting period. Five personnel completed the course of instruction on 4 Aug 70, five personnel on 12 Sep 70, and four personnel on 23 Oct 70. Of these personnel five were from the 1st Cavalry Division, two were from the 101st Airmobile Division, one from the 317th Light Equipment Maintenance Company, and six from the 165th CAG. The eleventh Radar Repairman class is presently scheduled to start on 22 Nov 70.

(2) Sixteen personnel attended the Engineer Troops Vietnam Logistics School Course in Prescribed Load List (PLL) conducted by the 135th Light Equipment Maintenance Company at Long Binh, RVN.

(3) Fifteen personnel attended the 15 KW and 30 KW Generator Operator and Maintenance Course established by the US Army Mobility Equipment Command (MECOM) at Long Binh, RVN. Eight personnel attended the course from 4-6 Aug 70 and seven from 11-13 Aug 70. Further classes will be coordinated with MECOM as necessary.

(4) The 1st Signal Brigade (USASTRATCOM) Audio Visual Course was attended by three personnel during the reporting period.

(5) The Army Aviation Refresher Training School was attended by nineteen personnel from the 165th CAG. Three personnel attended the T-53 Engine Repair Course, two attended the Armament Officer Course, four attended the Tech Supply (PLL) Course, three attended the Armament Enlisted Course, three attended the Technical Inspector Course, and four attended the UH-1 Helicopter Repair Course.

(6) Two aviators attended the USARV UH-1 IP Course.

(7) One aviator attended the OH-58A Pilot Transition Course.

(8) As of 1 Aug 70 the ATC Training responsibility was placed under the Flight Check Section, 165th CAG.

f. (U) S-4 (Logistics).

(1) The problem of lost reports of survey experienced in the past has been solved by requiring the survey officer to report to the Group S-4 and sign for the document. No surveys have been lost since this system has been instituted.

(2) The consolidated (PLL) section has been inactivated and the aviation detachments are once again required to submit requisitions to their DSU's. By closing down the consolidated PLL section, a supply technician was made available to make assistance visits to the AD(D)s. The team of one PLL technician and one supply technician have been placed on TDY status to provide assistance to the AD(D)s at their locations.

(3) The engine conditioning program for all UH-1 type helicopters was implemented within the Group on 15 Aug 70. There have been two (2) engine failures by Group aircraft since the start of the Engine Conditioning Program. A review of the DER check sheets of the engines that failed showed no indications of imminent engine failure. The effectiveness of the DER program cannot be evaluated at this time because of the short period that it has been in effect. On 8 Oct 70 additional requirements in recording temperature differences were added to this program. This information will provide a much broader base from which a determination of imminent failure can be determined.

(4) Aircraft Status (Headquarters, 165th CAG).

TYPE	AUTHORIZED	ON HAND
U-1A	1	0
U-6A	1	0
U-21A	2	1
UH-1	1	1 UH-1D 1 UH-1H

g. (U) Flight Check.

(1) During the reporting period there were 34 training inspections of aviation detachments and units of the 125th ATC Company. Eight of these were unsatisfactory.

(2) ATC Training and Proficiency Records (DA Form 3479) and 165th CAG Form 1-39 series (ATC Training) continue to reflect minor discrepancies although an improvement is noticeable.

(3) Several units were not conducting and recording the required over-the-shoulder evaluations within the required time limits of proficiency testing. Monthly ATC testing should be further emphasized by all units.

(4) A three week assistance visit was made at the approach control facility at Hue/Phu Bai. Assistance and advice were provided to personnel of the 165th CAG in formulating and applying new procedures in approach control.

(5) Two tower chiefs and one detachment NCOIC were rated during this quarter. Additionally, fourteen facility ratings were awarded to other controllers.

(6) ATC Service Evaluations. (SEE INCLOSURE 4.)

h. (U) ATC Section.

(1) The ATC Officer negotiated letters of agreement with the Directorate of Civil Aviation (DCA) for the purpose of establishing airspace requirements and facilitating Army ATC services at Chu Lai, Tuy Hoa, Duc Pho, and Quang Ngai Airfields. Additionally, the ATC Officer has coordinated with the Commanding Officer, 322nd AD(D), and Bien Hoa AFB for establishment of helicopter traffic routes in the Long Binh/Bien Hoa area. Coordination has been made with USARV and the VNAF Advisory Group, Tan Son Nhut AFB, in the turnover of Soc Trang AAF to VNAF on 1 Nov 70. A NDB approach at Song Be was coordinated with USARV and DCA during the reporting period.

(2) The 165th CAG has been without the required USAFID Flight Services Assistance since the departure of Mr. O. Rogers, USAFID FFR, therefore, theater clearance has been requested for Mr. J. Roberts, USAFID FFR, for approximately 2 weeks TDY to the 165th CAG. In addition to providing advice on ATC procedures, the USAFID representative will aid in the preparation of instrument approach procedures for airfields that have been recently transferred to the Army from other American Uniformed Services.

i. (U) Safety.

(1) The Group experienced five aircraft accidents during the reporting period.

(2) The cumulative FY 71 Group accident rate for the period ending 31 Oct 70 was 27.8 accidents per 100,000 hours flown.

(3) Safety assistance visits were made to all companies.

(4) A courtesy airfield safety survey was conducted at Phuoc Vinh AAF upon invitation of the 1st Cavalry Division (AMBL).

(5) Safety surveys and assistance visits were made to seven airfield detachments.

j. (U) Signal.

(1) The reliability of GCA and navigational beacons remained at an acceptable operational level during the past quarter. Beacons for all sites maintained a reliability of 97%.

(2) The An Khe Army Airfield achieved 85% availability during the period. The low availability was attributed to non-availability of parts.

k. (U) Command Airplane Company (CAC).

(1) Summary of operations for the Command Airplane Company is as follows:

Sorties flown:	6,607
Passengers flown:	18,512
VIP's flown:	2,052
Missions flown:	952
Passenger miles:	3,302,792

(2) Transition training: Four officers completed U-21A transition flight training. One aviator was unable to qualify for the additional rating.

(3) Weather encountered had very little effect on mission accomplishment. An additional ten minutes was usually required as an average for the necessary instrument approaches into the Saigon area during the afternoon hours. An intensive instrument proficiency and training program, to include 1,036 hours of weather and hood time logged and 1,384 instrument approaches completed, has proven to be a pertinate factor in mission accomplishment during periods of bad weather.

(4) Aircraft Status:

TYPE	AUTHORIZED	ON HAND
U-21A	26	24

l. (U) 120th Aviation Company (Assault Helicopter).

(1) Summary of operations is as follows:

Sorties flown:	13,805
Passengers flown:	18,597
Total hours flown:	5,927
Total cargo carried:	24.2 tons
Enemy KIA:	32
Structures dest:	50
Sampans dest:	45

Aircraft losses: 6
Aircraft damaged: 6

(2) Aircraft Status:

TYPE	AUTHORIZED	ON HAND
OH-58A	0	7
UH-1B	8	8
UH-1H	29	29

(3) Standardization: During this reporting period five pilots were transitioned into the OH-58A aircraft. A total of 2 Standard Instrument Qualifications and eighteen Tactical Instrument Qualifications were renewed. Command emphasis has been placed on instrument flying proficiency within the unit and a instrument flying refreshor and training program has been implemented.

m. (U) 125th Aviation Company (ATC).

(1) Operational summary is as follows:

Sorties flown: 838
Passengers flown: 67,523
Total hours flown: 1,352
Total cargo carried: 985

(2) Aircraft Status:

TYPE	AUTHORIZED	ON HAND
U-6A	4	3
UH-1	1	2

(3) On 5 Aug 70 a Tactical Air Traffic Control Team (TATCT) with tower (AN/TSQ-70A) was deployed to FSB Mace (Gia Ray) in support of the 199th Light Infantry Brigade. On 15 Sep 70 this TATCT was attached to the 3rd Brigade, 1st Cavalry Division. Traffic count has averaged over ten thousand per month and the team is deployed for an indefinite period.

(4) On 19 Aug 70 a target aquisition radar was deployed to FSB Nancy (Dinh Quan). The radar set (AN/TSQ-72) became operational 20 Aug 70 and is in support of 3rd Brigade, 1st Air Cavalry Division. This radar was relocated on 8 Sep 70 to FSB Infalls (Vo Dat) and remains in support of the 1st Air Cavalry Division.

(5) Air traffic control responsibility was assumed from the 314th

Aviation Detachment (Divisional) at Lai Khe on 15 Sep 70. Major items of air traffic control equipment are one tower (AN/TSQ-70A), one beacon (AN/GRN-6), and one radio beacon (AN/TRN-25).

(6) The 125th Air Traffic Control Company assumed control responsibility from the 363rd Aviation Detachment (Divisional) at Phan Thiet Army Airfield on 15 September. Major items of equipment are one tower (AN/TSQ-70A), and one beacon (AN/GRN-6).

(7) On 15 Oct 70, a two man TATCT was deployed to Tra Vinh airfield in support of MACV Advisory Team 72. As of 31 October the team was still on site and averaging approximately 100 traffic count per day.

(8) The 125th Air Traffic Control Company is prepared to assume air traffic control responsibility from the 326th Aviation Detachment (Divisional) at Dalat on 1 November 1970.

2. Lessons Learned: Commander's Observations, Evaluations, & Recommendations.

a. Personnel. None.

b. Intelligence. None.

c. Operations.

(1) Difficulties incurred by inactivations.

(a) Observation. The departure of a large American unit at an airfield should not be the only criteria for removing the Aviation Detachment.

(b) Evaluation. The traffic count at major airfields in RVN has been found to remain somewhat constant with or without a major unit situated on the airfield, as in the case of Tay Ninh and Lai Khe. Transient aircraft and aircraft based at other airfields but operational in the area, plus the fact that POL availability at these locations kept the traffic count high after the redeployment of the two AD(D)s. Due to the high traffic count the two AD(D)s had to be re-established at Lai Khe and Tay Ninh.

(c) Recommendations. That a thorough review be made of all operations in the area of an AD(D) prior to redeploying the AD(D) when a major unit leaves the airfield.

(d) Command Action. An operational policy has been instituted by the S-3 to thoroughly review requirements for AD(D) retention and to estimate continued traffic levels at airfields where major units are departing.

(2) Army Approach Control Facilities.

(a) Observation. The TO&E of the 165th CAG authorized one Army approach control facility, however, due to the increased aviation requirements in a combat environment, there are now two functional approach controls and a possibility of a third approach control facility to be established.

(b) Evaluation. At Hue/Phu Bai, by the utilization of combinations of organic equipment, it is possible to produce a functional approach control facility. The radar set (AN/TPN-18) is capable of covering 3,000 feet of altitude with positive radar control for 25 miles radius. Combining three radars with the controllers co-located it is possible to meet the minimum requirements of an approach control facility. One radar is set at ground level to 3,000 feet and is the precision final approach radar, one radar is set from 3,000 feet to 6,000 feet and is used for surveillance and vectoring, and the third radar is set from 6,000 feet to 9,000 feet with initial pick-up, surveillance, and vectoring capabilities.

(c) Recommendation. That due to the success of the approach control facility at Hue/Phu Bai, additional approach control facilities be established and operated within the concept of an Army approach control system.

(d) Command Action. Within the Group a research project was started to plan for future Army approach control systems to be put into operation as required by additional commitments.

d. Organization. None.

e. Training. None.

f. Logistics.

(1) PLL.

(a) Observation. A consolidated PLL does not provide efficient service to all the diverse sections/units of the 165th CAG.

(b) Evaluation. Due to the wide variety of equipment used to accomplish the mammouth task of air traffic control in RVN, each section/unit has an individual need and priority on certain items. Each section/unit needs to send its own requests, make any necessary follow ups, and determine its own priority.

(c) Recommendation. That each individual section/unit continue to be responsible for its own PLL.

(d) Command Action. Each independent unit was directed to establish and operate its own PLL. A PLL specialist was placed on TDY orders to assist the outlying AD(D)s.

g. Communications.

(1) Radar Reliability During Periods of Heavy Precipitation.

(a) Observation. The recent monsoons coupled with typhoon conditions along the northeastern coast have accentuated the importance of proper sealing of portions of radar and IFF equipment that are constantly exposed to the elements.

(b) Evaluation. An unacceptable and unnecessary amount of down time and equipment damage was noted as a result of improper seals and fittings. Waveguide sections were not sealed, permitting water or moisture to corrode the inner surfaces, thereby causing standing waves, shorts, arcing, etc. This caused power to be reflected back down into the transmitter and receiver causing excessive equipment damage.

(c) Recommendations. Emphasis be placed on insuring that the proper fittings and seals be installed and properly maintained on all equipment exposed to the elements. That frequent inspections be conducted on all equipment to check for evidence of possible damage.

(d) Command Action. Each unit employing radar equipment was instructed to increase the frequency of inspections and to constantly perform good preventive maintenance.

(2) Fluctuating Power and Frequency.

(a) Observation. Units have been experiencing problems with the fluctuation of power and frequency.

(b) Evaluation. Inspection of equipment has shown that personnel at outlying sites are not giving the proper emphasis to power distribution on the four wire and three-phase systems. A difference in load factors between phases on these systems were as much as 25% at some site locations.

(c) Recommendation. That by insuring a constant adjustment of the balance phases, the equal distribution of load will not cause an increase in voltage and frequency on lesser load phases or a lower acceptable voltage level.

(d) Command Action. Units were directed to maintain a closer surveillance on the power distribution of their equipment and to develop training programs to insure that all personnel fully understand operating requirements.

(3) Logarithmic IF Amplifier.

AVBACD-C 15 November 1970
SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th Aviation Group) Period Ending 31 October 1970, RCS CSFOR-65 (R2)

(a) Observation. The operational capabilities of the Ground Control Approach Radar, AN/TPN-18, are severely limited by the inability of the radar to acquire and track aerial targets operating in areas of heavy precipitation. The limitation is common to all AN/TPN-18 radars currently in use by the Army throughout the Republic of Vietnam.

(b) Evaluation. A study conducted by the US Electronic Command Suboffice, Da Nang, RVN, on 30 Sep 70, revealed that the AN/TPN-16 GCA Radar operated by the US Marines had been modified to improve acquisition and tracking capabilities in heavy precipitation. The modification required the addition of a Logarithmic Amplifier (Log FTC) Kit, # GIB171163, manufactured by ITT Gilfillan, Inc., Los Angeles, California. The modification was previously tested by the US Army and is compatible with the AN/TPN-18 GCA Radar. An engineering model of the Logarithmic Amplifier was acquired from the manufacturer and installed at the Hue/Phu Bai GCA Radar site. Since installation of the modification aerial target returns are being received twenty to fifty per cent stronger during periods of heavy precipitation. The effectiveness and capabilities of the GCA radars significantly improved after installation of the "Log FTC" modification.

(c) Recommendation. That Logarithmic Amplifier, "Log FTC", be acquired to modify all AN/TPN-18 GCA radars in the Republic of Vietnam.

(d) Command Action. The Logarithmic Amplifier modification was requested for all AN/TPN-18 GCA radars assigned.

h. Material. None.

i. Other. None.

GEORGE P. KELLY
Colonel, FA
Commanding

4 Incl
as
Incls 2,3 & 4 wd HQ DA

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AVBAGC-O (15 Nov 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 165th Aviation Group (Combat), Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 15 DEC 1970

TO: Commanding General, United States Army Vietnam, ATTN: AVHCC-DST, APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT, APO 96558
Assistant Chief of Staff for Force Development, Department of the Army, Washington D. C. 20310

1. This Headquarters has reviewed subject report and concurs with the contents as indorsed.

2. The following additional comments are considered pertinent:

a. Paragraph g(2), page 5: CONCUR. Further recommend a system of mandatory operator training be implemented in units where generators are used as a source of primary power.

b. Paragraph 2c(2), page 9: CONCUR. Complete ATC facilities are desirable at large airfields. In view of continuing phase down activities it is doubtful that additional personnel and equipment could be obtained for increased mission requirements (triple CCA's). Recommend the 165th CAG's research project include the subject restructuring assets to support such a change in mission.

c. Paragraph 2f(1), page 10: CONCUR. A consolidated PLL has never been feasible unless all maintenance was accomplished in the area where the consolidated PLL was located. In fact, para 6-3, AR 735-35 states in part "Commanders may centrally locate, but not consolidate, the prescribed load stocks and records.".

d. Paragraph g(3), page 11: CONCUR. The LOC-FTC amplifier was given a preliminary evaluation in 1968. In a status report dated January 1969, ECOM stated the item needs final evaluation. An engineering model provided by ITT Gilfillan was installed at Phu Bai in early October 1970. In November 1970, the Phu Bai night operator located, on radar, a CH-47 which was lost in darkness, heavy precipitation, and fog over mountainous terrain. The operator vectored the aircraft and provided an accurate "talk-down" approach. Several times during the procedure, including once on final approach, the operator switched the LOC-FTC device to the OFF position. In a documented report, he later stated that without the LOC-FTC he would not have been able to find the aircraft or to track it continuously during vectoring and would have lost the aircraft completely on final approach. The aircraft commander stated seriously, "You probably saved our lives.". It would cost less than $100,000 to equip every Army radar in Vietnam with the device. This is much less than the price of one CH-47, to say nothing of the lives of the crew and the cost of survivor benefits. In reply to a recent USARV Filed Engineering Action Request (FEAR) for forty LOC-FTC amplifier, ECOM stated that their

AVBAGC (15 Nov 70) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 165th Aviation Group (Combat), Period Ending 31 October 1970, RCS CSFOR-65 (R2) (U)

opinion, as stated in January 1969, remains essentially unchanged and no action will be taken at this time. A 165th Aviation Group EIR on the subject received a similar reply. USARV has initiated a VLAPA request to obtain the items through ACTIV channels. Recommend command action be taken to expedite purchase of subject items.

FOR THE COMMANDER:

GENE R. WILLIAMS
CPT, AGC
Asst AG

AVHDO-DO (15 Nov 70) 2d Ind
SUBJECT: Operational Report - Lessons Learned (Headquarters, 165th Aviation Group) Period Ending 31 October 1970, RCS CSFOR-65 (R2)

Headquarters, United States Army Vietnam, APO San Francisco 96375 9 FEB 1971

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT, APO 96558

This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1970 from Headquarters, 165th Aviation Group and concurs with comments of indorsing headquarters.

FOR THE COMMANDER:

JACK P. COOK
CPT, AGC
Assistant Adjutant General

Cy furn:
1st Avn Bde
165th Avn Gp

GPOP-DT (15 Nov 70) 3d Ind
SUBJECT: Operational Report of HQ, 165th Aviation Group for Period Ending 31 October 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 25 FEB 1971

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

L.M. OZAKI
CPT, AGC
Asst AG

DEPARTMENT OF THE ARMY
HEADQUARTERS 165TH AVIATION GROUP (CBI)
APO San Francisco 96384

AVBACD-C 15 November 1970

SUBJECT: Command Inspections

UNIT	DATE
312th AD(D)	7 Aug
	9 Sep
	14 Oct
313th AD(D)	11 Aug
	7 Sep
	8 Oct
	14 Oct
314th AD(D)	11 Aug
315th AD(D)	9 Aug
	11 Sep
	9 Oct
316th AD(D)	15 Aug
	23 Oct
317th AD(D)	11 Aug
	11 Oct
318th AD(D)	6 Aug
320th AD(D)	4 Aug
321st AD(D)	4 Aug
322nd AD(D)	13 Aug
323rd AD(D)	9 Aug
	17 Oct
324th AD(D)	10 Aug
	12 Sep
325th AD(D)	4 Aug
	4 Sep
326th AD(D)	7 Aug
327th AD(D)	5 Aug

UNIT	DATE
338th AD(D)	13 Aug
	7 Sep
	1 Oct
339th AD(D)	6 Aug
	28 Sep
	1 Oct
340th AD(D)	11 Aug
	17 Oct
	31 Oct
341st AD(D)	11 Aug
	13 Aug
342nd AD(D)	6 Aug
343rd AD(D)	5 Aug
344th AD(D)	5 Aug
	4 Sep
	28 Oct
345th AD(D)	12 Aug
	9 Sep
346th AD(D)	12 Aug
347th AD(D)	12 Aug
	9 Sep
	3 Oct
348th AD(D)	6 Aug
359th AD(D)	4 Aug
360th AD(D)	5 Aug
361st AD(D)	11 Aug
362nd AD(D)	3 Aug
	4 Sep

Incl 1

AVBACD-C
SUBJECT: Command Inspections

15 November 1970

UNIT	DATE
363rd AD(D)	7 Aug
364th AD(D)	5 Aug 21 Aug
365th AD(D)	17 Aug 3 Sep 9 Oct
366th AD(D)	13 Aug

Incl 1